

SPEAKER NICHOL: Senator Pappas.

SENATOR PAPPAS: Mr. President, colleagues. It is probably a little unusual for me to rise in support of a kill motion that more or less favors the railroads. But one thing I would like to point out, as we've been talking about this conversation this morning, there has been emphasis put on overpasses. A great deal, a high percent of the money that goes into an overpass, when they cross a state or federal highway, and this is where the big crux has come into, everybody is talking about, this is where they want the overpasses, that involves a lot of federal dollars. From what I've seen I do not think we've spent enough emphasis or enough time to try to increase the federal dollars for these particular overpasses for the cities and villages that have the state highways, like Scottsbluff and every little place else going through. Plus you've got to realize that in the last year or two years the railroads are like everybody else, they went through more or less an economic depression. Freight has been down. It's starting to pick up. I think this would just be another burden on them for this year. With that, I'd urge the support of the kill motion.

SPEAKER NICHOL: Senator Martin Kahle.

SENATOR KAHLE: Mr. President, members, it is hard to make a decision on an issue like this because we have friends out in the rotunda on both sides who are working on us. Personally, I feel that Nebraska is receiving the negative benefits of the coal business. We have the trains going through our areas. We love the railroads. We need them. I'm a farmer. We need them to haul our grain as well as the coal. But I'm sure if you live in a town of medium size, let's say, that does not have an overpass you are paying a big penalty for having that business going through our state. It is too bad that we don't have some of the coal so that we could at least reap some of the benefits, but that is not the case. I've been trying to get the figures from some of the people involved as to what it actually costs for a train with 125 cars of coal, each weighing 100 ton, going through our state, some 400-450 miles, which ever route they happen to take. I haven't been able to get those figures.